

Zaporojie, Ielisavetgrad (region of Odessa), Berdiansk ³⁹²
(on the Sea of Azov), and Kherson (at the mouth of
the Dnieper).

The marine docks in which the ships of commerce ³⁹⁶
and of war are being built are at Nicolaiev (at the mouth
of the Boug), and river constructions of all types at
Kiev. There are important repair shops for railway
stock at Odessa and Kiev.

We enumerate here only the districts in which the ⁰⁰⁰
larger metal industries are concentrated, the production
of which exceeds local needs. The greater part of the ³²⁵
large Ukrainian towns, especially of the seaports, possess ⁴³⁸
small metal factories, the total production of which is
not negligible.

It suffices to consult the economic map ² of the Ukraine
to realize that the heavier the products of the metal
industry are, the more its centres are removed from the
mining regions, a fact which gives a clearly rational
character to the geography of Ukrainian metallurgy.

Besides metallurgy, heavy industry is represented in ³⁸⁵
the Ukraine by the chemical industry and in the first ³⁸²
instance by that which is based on coal. Such is the
industry which produces azote, benzole, nitro-benzine,
and sulphuric acid. Important factories engaged in the
production of volatile materials have been built at
Gorlovka, Lissitschansk, Konstantinovka, and Slaviansk
(in the Donbass). This industry, which is still in its
very early stages, already meets 30 per cent of the needs
of Soviet Ukraine.

The factories producing superphosphates, whose
annual production reaches 250,000 tons, are distributed
between Konstantinovka (Donbass), Odessa, and Vin-
nitsa, in Podolia.

Kharkov possesses great dye factories and those ³⁸⁶
producing paints, varnish, and enamel.

² [see category 116, p. 151---Analyst]